

Motorists to Fight Proposed Motor Car Law

MOTORISTS PLAN TO FIGHT TRAFFIC LAW

Believe Authority Given in Bill to Commissioners Is Far in Excess of Need.

By HARRY WARD.

A special meeting of the Washington Motorists' Association will be held Tuesday night at the Grafton Hotel to take action on the proposed automobile law which the District Commissioners have asked Congress to enact. As the proposed legislation will affect the interests of every automobile owner in the District, the association has issued an invitation to every motorist in the city to attend.

The proposed bill has been referred to W. S. Duval, the association's counsel, who will address the meeting on the various aspects of the measure. Discussing the matter Mr. Duval said:

"The proposed law, by its terms, includes all vehicles propelled by power other than muscular, except traction engines, railways, fire engines and fire apparatus, police patrol wagons, and ambulances, steam railroad cars, street railway cars, and such other vehicles as run only upon rails and tracks. Therefore, there will be included in this proposed law all automobiles, motor trucks, and motor cycles. Furthermore, under the proposed law, all vehicle registrations heretofore granted by the District of Columbia shall expire December 31, 1913.

As set forth in The Times, under the terms of the proposed law, no restrictions whatever are placed upon the Commissioners' authority, if the bill becomes a law the speed of motor cars can be restricted to any extent thought proper by the Commissioners.

"Such arbitrary power placed in the hands of the Commissioners has never before been encountered. In all of the powers heretofore delegated to the Commissioners they have been restricted to 'usual and reasonable' exercise of such powers.

"It is proposed that this matter be thoroughly discussed at the meeting of the association Tuesday night and that some steps be taken to defeat the bill when it is introduced in Congress. Every owner and driver of an automobile, motor truck, or motor cycle is deeply interested in this question and all are urged to be present at the meeting in order that some concerted action may be taken when the matter comes up for consideration. It will be much easier now to defeat the bill than to seek to amend it after it once goes to the statute books."

The Commercial Automobile & Supply Company reports the sale of a Studebaker "L" roadster to C. A. Fuika and Studebaker is touring car to Thomas I. Fuika.

A more careful race was never driven on the Indianapolis speedway than the 500-mile international sweepstakes won yesterday by driver Goux. A Peugeot car. When a few laps in the lead of his opponents, Goux showed signs of overconfidence and was making a spur to catch him. Instead of trying to increase his lead, he simply held his own and at no time did he try to burn up the track. Goux's average speed was 75.5 miles an hour. Spencer Wishart, in a Mercer, finished second. Six American cars finished in the money.

Such a race as that won by Goux brings out the real stuff that is in true sportsman's make-up. While France gets the lion's share of glory, there was true blue running through the veins of the American pilots. The race demonstrated the greatest kind of pluck and courage on their part in many instances. The prize awarded to Goux by the speedway management was valued at \$20,000 and in addition he received about \$10,000 in prizes from various accessory manufacturers. Firestone tires were used on the first and second machines.

"Among the most notable and practical changes in the Pierce-Arrow headlamps on the front mudguards instead of as heretofore on brackets, either side of the radiator," said F. V. Prendergast, manager of the Fox-Hughes branch, Pierce-Arrow agents in Washington. "The new position increases the amount of vibration, makes the weight more secure and does away with wiring at the front of the car as the new lamp is added but slightly to the weight of the mudguard. According to exhaustive tests the guards appear to be in the logical position for the front lights."

"The Cadillac car added the climax to its long series of successes in reliability trials," said Rudolph Jose, of the Cook & Stoddard company. "In this year's trial from Christchurch to Auckland and return, F. Hubbard, in a 1911 Cadillac, was successful in winning the Glendalough 100-mile cup, also gold medal for the private owner making the highest aggregate of marks in the trial. J. Boag, in a 1912 Cadillac, was awarded the third prize in the trial. The new class, and missed securing a gold medal for non-stop run by five marks only. H. Piper, in a 1910 Cadillac, was awarded fourth place and secured the prize for the petrol consumption test.

"The three Cadillacs went through the trial without any special covering to protect the engines or without dripping chains for crossing the rivers. This is the eighth year in succession that Cadillac have secured gold medals for non-stop runs in New Zealand motor trials."

"The 10,000 employees of the Willys-Overland Company and its subsidiary company, have been notified that after August 1st they will constitute a week's work, instead of the usual 48 hours," said R. C. Smith, president of Overland-Washington Motor Company. "The decrease in working time does not carry any cut in wages, as the official notice circulated by the company states that wages for the shorter week will remain the same as present."

"The man who signed in the song for every day to be paid day about has been employed in the Ford Motor Company at Detroit, because every day there with the more than 10,000 cars Saturday and Sunday," said Charles Miller, who has handled Ford cars here for many years.

"It would be utterly impossible for any accounting force to handle the payment of the 10,000 employees in the plant and office on any one day, so the men are paid off in battalions, each man receiving his wages every two weeks."

"Just now the number of men employed in the factory is close to 15,000 and there are in addition between 400 and 500 workers in the general office. The monthly payroll is around \$300,000 and averages about \$40,000 per day."

Motor Cars Are Safe.

A motor car manufacturer makes the assertion that the automobile is the safest of all means of transportation, and makes some interesting comparisons to bring out the basis of his assertion. This is what he says:

"Just consider the number of motor cars that are used. Think of the thousands of drivers that are whizzing over every road in the country. You hear of accidents, true, but these accidents are very few, remarkably few, when you think of the great number of motor cars in use.

"Trains are wrecked every day, yet there are more automobiles in one State than there are trains in the whole country.

"You hear of horses running away, of trolley cars causing trouble, of Titanic disasters, and when you sum these all up you will see that the motor car is really safer than walking.

"The manufacturers are doing everything in their power to make their cars safe, and the result of their work is very gratifying."

NEW VICTORY WON BY AMERICAN CAR

Overland Takes Second Place in Hill Climb of Swedish Royal Automobile Club.

"The medium-priced American automobile has won another signal victory, this time in competition with many more costly European cars in what is declared to be the most thorough and fair test of motor car endurance ever held," said R. C. Smith, president of the Overland-Washington Motor Company.

"The occasion was the annual reliability run of the Swedish Royal Automobile Club, from Stockholm to Göteborg, Sweden, and return, a distance of 218 miles.

"The showing of the American-made cars among the sixty-eight contestants proved a surprise to the spectators, who planned their faith to the European products. Indeed, the performance of an Overland model 8-T was especially noteworthy. The Overland took second place in the Göteborg hill climb, an incidental competition in the event, making the best time for the climb of any of the cars.

The Overland car, No. 57, made the best time of any of the entrants in one hour, twenty-two minutes, seven seconds. The time of the N. A. G. car, which was given first place through handicap reckonings of the rating formula, was two hours, twelve minutes, four seconds. Forty-two of the Overland No. 29 finished with perfect scores, never having been found in need of any repairs during the contest nor late at any of the controls.

Both the Overlands were strictly stock cars, without any previous preparation for the contest. They were taken from the garage of the Stockholm distributor and entered in the run with nothing added to the regular equipment except tire chains.

Formula Is Thorough.

The formula, utilized by the Swedish club for the first time this year in determining the winners, is being warmly commended by motor authorities everywhere as the most thorough ever used in the history of the sport. The weight of the car and size of the motor taken into consideration, but road conditions and hill grades were figured in. In the Göteborg hill climb, especially, the race time taken varied by as much as 100 per cent. The hill climb occurred on the return journey from Göteborg, and every car was brought to a stop at the foot of the hill. There the stop watches of the observers who rode in the cars and the officials were compared and an exceedingly accurate record was taken of everything during the race. At the top of the hill, again, watches were compared and the driver's note was taken and passed over to the officials stationed there.

Goodrich Tire "Ads" To Be on Display

The series of striking advertisements of Goodrich tires which has been appearing in The Washington Times is to form a conspicuous feature of a special display at the annual convention of the Associated Advertising Clubs of America, which is held in Baltimore from June 2 to 15.

Three national advertisers have been selected as qualified to make complete exhibits of their advertising campaigns, and the B. F. Goodrich Company is one of the three. That such a selection should have been made is a high compliment, not only to the thought and art in the advertising itself, but to the advertising campaign, which has been pronounced by experts the most distinctive and effective that has been presented in recent years, was prepared by the Mahin Advertising Company, of Chicago, under the direction of the advertising manager of E. C. Tibbitts, advertising manager of the B. F. Goodrich Company.

"Of course, we feel rather proud that our advertising should be selected as an example," Mr. Tibbitts said, "but we are more interested in the thought that advertising campaigns are coming to be considered in the light of their constructive influence upon the public. Our display at Baltimore will be surprising, by large to the ordinary person who may see but one or two different phases of our campaign. We will show the newspaper campaign, the magazine campaign, the billboard and other outdoor work, the Goodrich Guide Posts or road markers which now cover 30,000 miles of American highways, and other forms of publicity. In addition to these, we will display that part of our advertising which carries out the Goodrich service idea."

CAR'S GEAR LEVER IS HARD TO HANDLE

Amateur Automobile Drivers Should Learn More About It. Makes Riding Easier.

There is no greater difficulty confronting the average amateur automobile driver than that of gear changing, according to a man who has driven a car for a dozen years or more. One may be possessed of ample theoretical knowledge of motors, he says, and of an entirely adequate practical ability to keep a car in good running order, and yet be classed by one's friends as a bad driver, simply through inability to change gear quietly.

There are many men who may claim an accurate judgment of speed and distance, a delicate touch on accelerator and steering wheel, and the ability to anticipate and correct side-slip, but who are yet rough and unpleasant drivers through unskillful handling of the gear lever.

It is frequently said that on some particular car it is difficult to change speed, and in the case of a few old machines there may possibly be some grounds for the statement, but in the vast majority of cases the fault lies either in the adjustment of the clutch or in the hands of the driver. Whichever of these latter explanations be the true one, the remedy lies in a thorough understanding of what happens to the car mechanism when a change of speed is effected.

How To Use Gear.

It is common knowledge that for a given speed of the car the engine must be turning faster when on a low gear than on the next higher one. A fact that is not so generally realized is that, for a quiet change of gear, the driven member of the clutch must be brought to a stop exactly as fast as the gear to be engaged were already in mesh. Suppose, for example, that a car is traveling at fifteen miles per hour, that the third speed is engaged, and that it is desired to engage the fourth speed. It may further be assumed that the gear ratios are such that at 30 revolutions per minute to drive the car at fifteen miles per hour, that at the same speed on third gear, the engine must be turning at 1,200 revolutions per minute.

We will assume that the operation of changing gear is carried out quickly, so that there is no appreciable variation from fifteen miles per hour on the part of the car. The third speed is engaged, the engine and clutch shaft are running at 1,200 revolutions per minute, and the driver is about to change to fourth gear. First he disengages his clutch; if he releases the accelerator at the same time, as he should do, the engine will slow up, and with it the driving part of the clutch. The point that most people do not realize is that the driven part of the clutch is still rotating at exactly the same speed as the engine, and the only difference is that the car is driving the clutch instead of the clutch driving the car. The next step is to slip the gear lever to "neutral," and it is not until this is done that the clutch shaft will begin to slow up. We have already seen that, for fifteen miles per hour on top speed, the engine, and consequently the clutch, must be turning at 800 revolutions per minute. Clearly, then, for a quiet change, the operator must wait with his lever in neutral until the engine has slowed down to 800 revolutions per minute to 800 revolutions per minute, the lever is then moved smoothly to top speed, and the clutch pedal released.

The reason for many noisy changes of speed is that drivers, knowing a certain interval must elapse to allow the driven clutch member to slow down, judge this interval from the moment of disengaging the clutch. This, of course, is quite wrong; as just explained, the driven member of the clutch goes on running at exactly the same pace until the gear lever is brought to neutral, and the only way to tell when it is necessary before the top speed can be engaged must be counted from the moment of coming to a stop, not with reference to disengaging the clutch.

In practice, of course, the problem is slightly complicated by the fact that while the change is being effected, in other words, it may have dropped from fifteen to fourteen miles per hour by the time the fourth speed is engaged; consequently, the driven member of the clutch will have to slow down to a little under 800 revolutions per minute to effect a quiet change.

The actual time taken varies with every car. If the clutch be heavy it will take a long time to slow up, and a very perceptible pause will be required in passing from third to top speed. On the other hand, a very light clutch, or the use of very thick lubricant in the gear box, may cause the clutch to slow up very rapidly, so that the gear lever must be pulled quickly through from box to neutral, and the clutch must be engaged before the top speed can be engaged. The adjustment of the clutch stop further complicates matters.

If it be set up too tight, so that it begins to hold the driven member of the clutch before it is fully disengaged from the driving member, it may be stopped so suddenly that a quiet change is impossible, even if the lever be snatched from one gear from one gear to the other as rapidly as possible. The clutch stop should be set so that there is an ample period between the freeing of the clutch from the engine and the commencement of engagement of the stop. The driver then has the clutch properly under control.

If, on slightly depressing the pedal, he finds the interval between the gears, he can correct it by depressing the pedal to a greater extent, thus slowing down the portion of the clutch by aid of the clutch stop. Exactly the same principles apply in changing from "first" to "second" or "second" to "third," except that in the latter case the lever usually has to pass through this "gap" between the gears a little longer, so that the clutch has more time to slow up; consequently there will be less need to use the clutch stop.

WOLF'S HEAD OIL

WOLVERINE LUBRICANTS CO. Washington Branch J. G. OWENS 401 South Capitol Street Phone Lincoln 290

Some Interesting "Dont's"

Here are a few automobile donts' worth remembering by the beginner—also the careless expert:

Don't place the hands above the center of the steering wheel at any time.

Don't take a death grip on the steering wheel, as it looks awkward and is tiresome and dangerous.

Don't race the motor.

Don't move the gear lever without disengaging the clutch.

Don't let the clutch in fast, especially when starting the car from a standstill.

Don't move the feet away from the clutch pedal when the car is moving, as it should always be in position.

Don't start the car on any other than first speed.

Don't slip the clutch too much, as it will burn or wear beyond repair.

Don't take your eyes off the road for any reason while the car is rolling, as this is the cause of a great many accidents.

DEALERS WAR UPON COMMISSION EVIL

One Agent Tips Off Same "Prospect" to Several Salesmen, and Insures "Take-Off."

One of the great evils with which automobile dealers have had to contend is that of paying commissions for names of prospective purchasers, supplied by their so-called friends. Quite frequently one such friend will furnish a name to all the dealers of his acquaintance, thereby assuring himself of a commission from which ever dealer the purchase is made.

"The most effective way to meet this situation is in organization," said a well-known automobile dealer of this city. "This has been accomplished in a number of cities. The dealers must form business rivalry, at least to the extent where they can unite to protect their own joint interests and with a central bureau to give information upon request, the commission is quickly and absolutely wiped out. In one city, when a prospect is given to a dealer, the name and commission offered is telephoned to the central exchange, should the prospect be given to another dealer, he also telephones to the exchange and is immediately informed whether or not the name has been presented elsewhere.

"In this way the scheme is discovered and the information is given to the dealers to bid against each other is effectually defeated. It would be well, perhaps, if all dealers would unite in refusing to give commissions of any kind in return for such information, but if a commission is to be paid, a uniform rate should be fixed in order to avoid the pitfall of ruinous competitive bidding.

"The major profits of a sale must inevitably under those circumstances, go to the third party to the transaction. The central exchange, where established, can also be utilized to provide confidential information to the dealers of the financial credits of those with whom they engage in business dealings."

Farmer Burns Motorcyclist.

Farmer Burns, one of the famous wrestlers of his day, who is now past fifty years old, has been converted to the use of the motorcycle.

WHERE TO BUY AUTOMOBILES MOTORCYCLES AND ACCESSORIES

GASOLINE PLEASURE CARS.

Apperson

Buick

Cadillac

Chalmers

WilcoxTrux

Baker

Dan A. Abbott

Irvin T. Donohoe

Holladay Automobile Co.

Excelsior & Haverford Motorcycles

SturdyStutz

Marion

Norwalk

Reo

COMMERCIAL CARS.

ELECTRIC PLEASURE CARS.

GARAGES—SALES—REPAIRS

ACCESSORIES—SUPPLIES.

TAXICABS AND HIRING.

MOTORCYCLES

Read

Read

Read

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Read

MOTOR BUSINESS IN PROSPEROUS STATE

Condition Rivals That of Any Other Legitimate Form of Modern Industry.

"How is the automobile business?" is a question asked frequently these days. The inquiry comes from outside the inner circle of the motor world, within which are men who know what the actual conditions really are and who would not be likely to be otherwise than optimistic in their replies.

A Western capitalist who went to New York some weeks ago with the firm conviction that he could buy a new model of his favorite make at a price very much below the regular selling price, simply by taking one of the "000" which had been ordered and could not be paid for, admitted that he had not yet found the opportunity for which he was looking. It was not hard to convince him that the story of the 20,000 automobiles had just been a "yellow streak" across the journalistic sky and was scarcely true.

More Like Necessities.

"Just the same," he said, "you cannot convince me that the automobile trade is flourishing at the present time. All business is more or less retarded, and it is hardly logical to suppose that the automobile trade should be booming."

"A comic paper published a joke recently in which the point was that an automobile was not luxury, but a necessity. From the trouble I am having to find a car on which some one can't pay the balance of a large deposit I am beginning to think that wasn't such a very good joke in the comic paper after all. And when I sit in the hotel and watch the long lines of cars going up and down Fifth Avenue I feel pretty sure that they are more like necessities than luxuries."

It is a matter of fact, which those who regard the automobile business cynically and exactly the same might as well know, that the industry—wholesale and retail—is in a condition to rival that of any other legitimate business of making and selling. The varying degrees of prosperity to be found in the different makers' camps, and likewise the healthy signs in the retailers' tents, are not far removed from what may be found in other lines of trade, in which advertising and personal effort play a part.

There have been failures of automobile-makers, and the dealers of a few months; there have also been failures of those models of stability—banks. Perhaps the extensions of credit are not the same in the automobile industry as in the different makers' camps, and likewise the healthy signs in the retailers' tents, are not far removed from what may be found in other lines of trade, in which advertising and personal effort play a part.

The buyers are, for the most part, people who already own automobiles, and know their own needs and what to them, at any rate—necessity. The limousine is, of course, the car in demand, and the superior of the less able horse-drawn carriage. The comparatively inexpensive—both in original cost and in upkeep—told car of small horsepower, with a body to accommodate four inside; the heavy limousine to satisfy luxury-seekers, and to accommodate as many as seven inside; the coupe landaulet for two people—all are the ready solutions of so many problems that financial, social, and sensational accounts of the failure of automobile concerns, and the dilapidation of the industry can not detract very materially from the business of the concerns that make and sell them.

Light Bulbs Must Be Of Proper Voltage

When the electric light bulbs in automobile lamps are replaced great care should be taken to see that they are of the proper voltage. Carbon filament bulbs will stand a considerable overload, but tungsten filament lamps will burn very quickly if the voltage is even slightly too high.

GOODRICH TIRES

Best in the Long Run
Smashingly Popular
Because of Their
Lasting Value

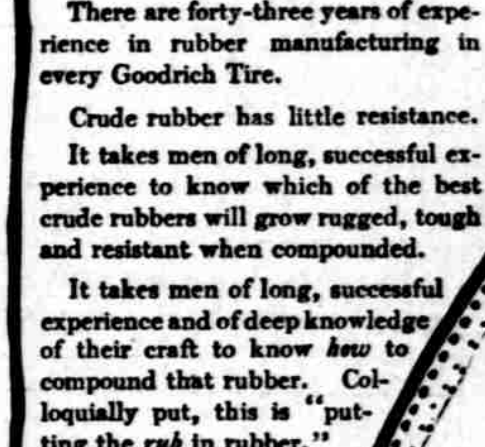
There are forty-three years of experience in rubber manufacturing in every Goodrich Tire.

Crude rubber has little resistance. It takes men of long, successful experience to know which of the best crude rubbers will grow rugged, tough and resistant when compounded.

It takes men of long, successful experience and of deep knowledge of their craft to know how to compound that rubber. Colloquially put, this is "putting the rub in rubber."

Rubber is the life of your tire.

The strips of fine, stout fabric—Sea Island cotton so wonderfully woven that it is as costly as silk—help form the backbone, but without the rubber the tire could not be made.



This fabric, rubber-impregnated, is built up with layers of pure rubber, into the backbone of the tire. The sides are reinforced with strips of rubber, making the body strong where the strain will come—eliminating the chance of rim trouble. The tire is finished with the thick, tough Goodrich tread.

This is the specially compounded rubber which must meet the grinding, wearing, bumping, bruising contact with the road. And it does it.

All of this—backbone and tread, side-strips and bead—is converted into a one-piece tire in the Goodrich unit molding.

Our principle of unit molding was the crinoline of our twenty-seven years of experience with rubber before we made the first American clincher tire. This principle demonstrated its exactness at the start; we have never changed it.

In our unit molding the tread and body become one—a unit.

The tread being of the tire, and not simply put on it, naturally does not peel nor strip.

Water and dirt cannot creep under it to ruin the tire and place you in danger.

The whole tire being a unit, you are insured long, uniform wear. You are free from the risks caused by weak spots and dead places from over-vulcanizing which cooks the life out of rubber.

If you were to study a cross section of a Goodrich Tire you could not detect a layer line or separation. It isn't there. Our unit molding has unified the whole tire.

Your tire dealer will supply you with whatever style of Goodrich Tire is best for your needs—but they are all one kind and quality.

Write for our free folders which tell you how to get the most and best service from your tires by avoiding the common causes of injury.

The B. F. Goodrich Co.
Washington, D. C. Branch:
1502 14TH ST. N. W.
Factories: Akron, Ohio.

Branches and Service Stations in Principal Cities. Dealers Everywhere.

Write for Goodrich Route Book, covering the auto tour you select. These books are sent free on request.

